



- Pedestrian amenities/infrastructure and the semi-permeable planted screen were observed.



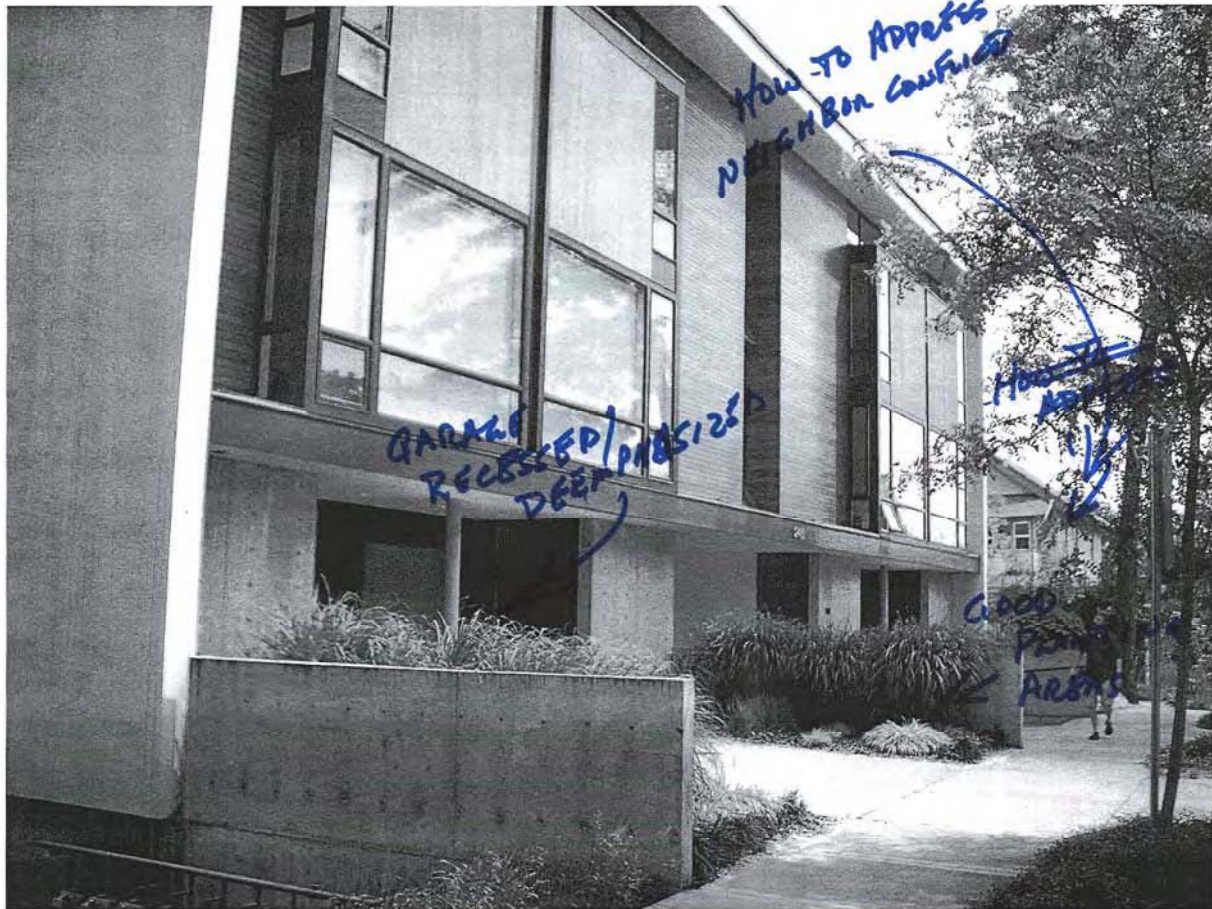
- MULTI FAMILY DEVELOPMENTS .

- RECREATION AREAS CONNECTION TO BOTH BLDG & COMMUNITY (STREET)
- FENCING & SCREENING REQ
- PORCH CONNECTIVITY (FULLY SCREENED V SC

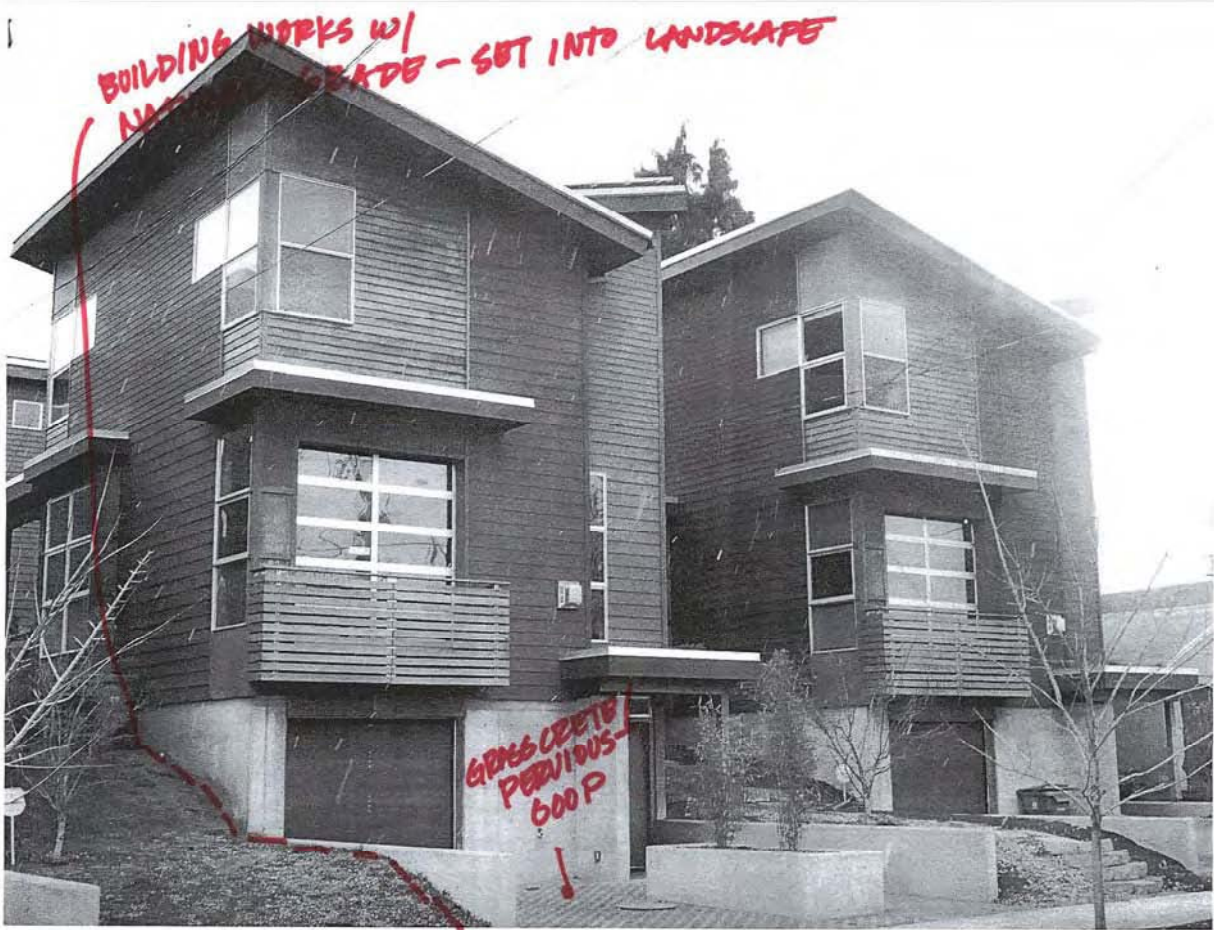
\* - CENTRAL COURT TRIP \*

- The recreation areas should connect to both the buildings and the community (or street). Fencing and screening should be required.
- The landscape should also be extended.



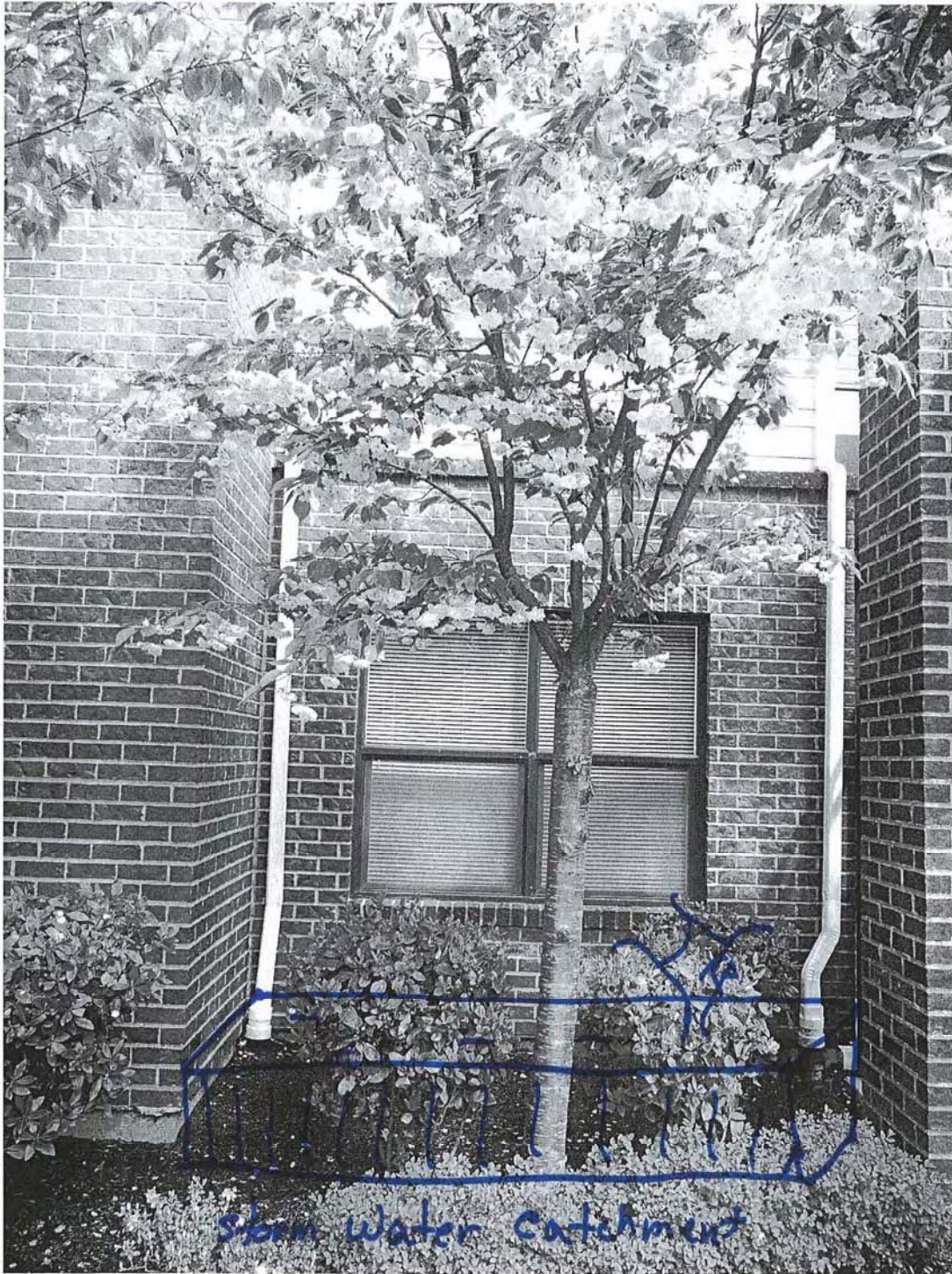


- There are good planting areas.
- The garage is recessed, which deemphasizes the garage.
- The buffer between the two buildings should be addressed to avoid neighbor conflicts.



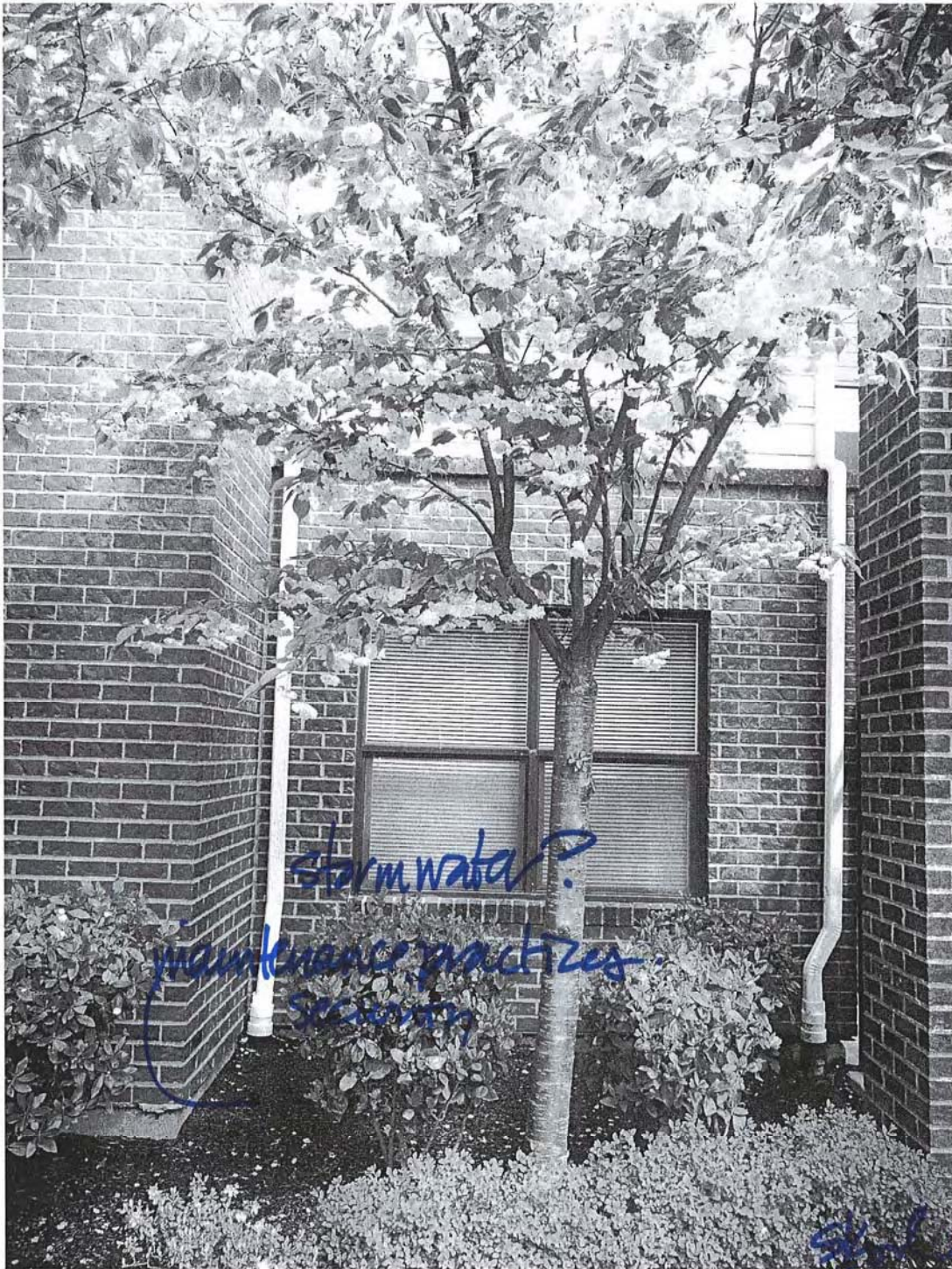
- The building works with the natural grade since it is set into the landscape.
- The use of grass-crete/pervious paving is another positive aspect.





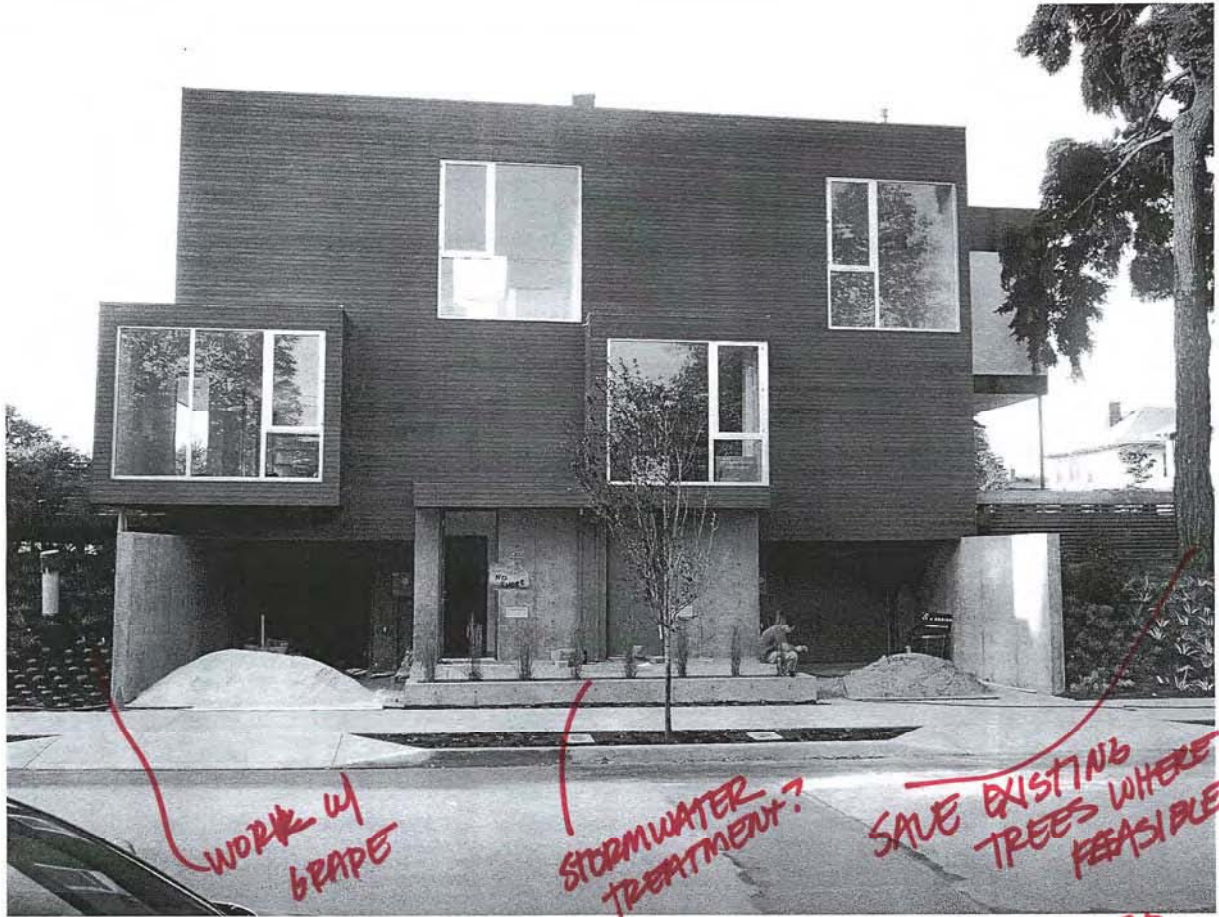
- A stormwater catchment could be incorporated.



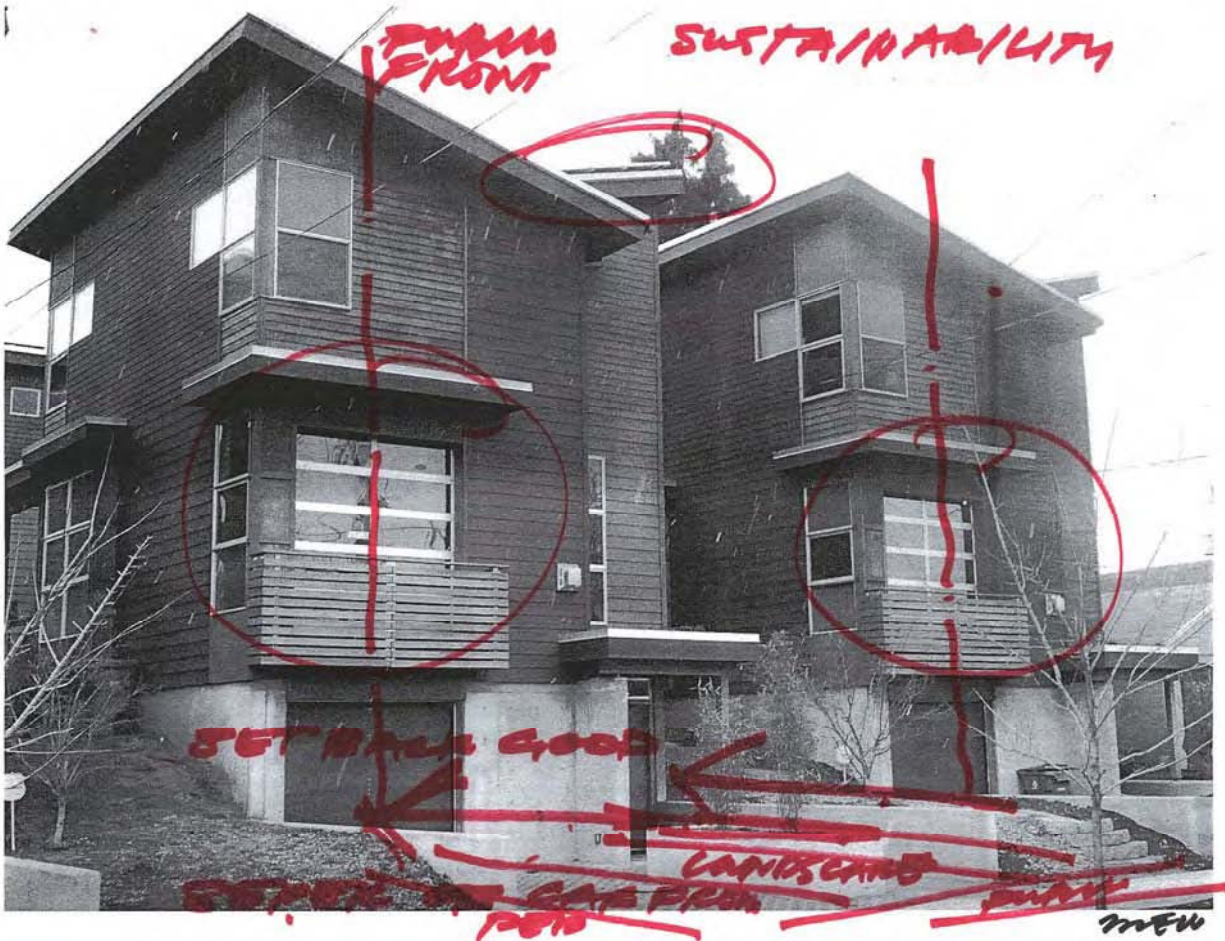


- This may be a good place for some type of stormwater treatment as well as maintenance practices and security.



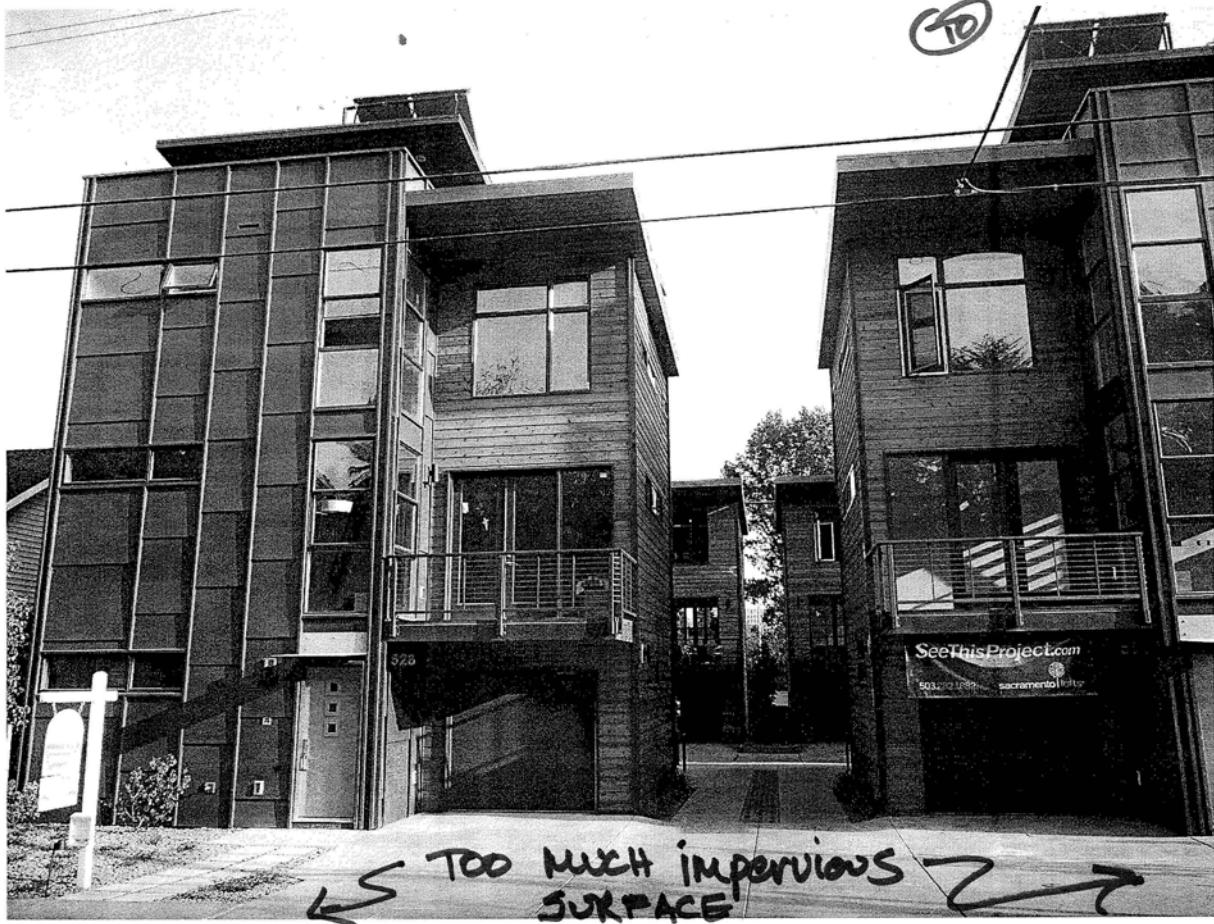


- The building should work with the grade and perhaps should incorporate some stormwater treatment.
- The existing trees should be saved where feasible.

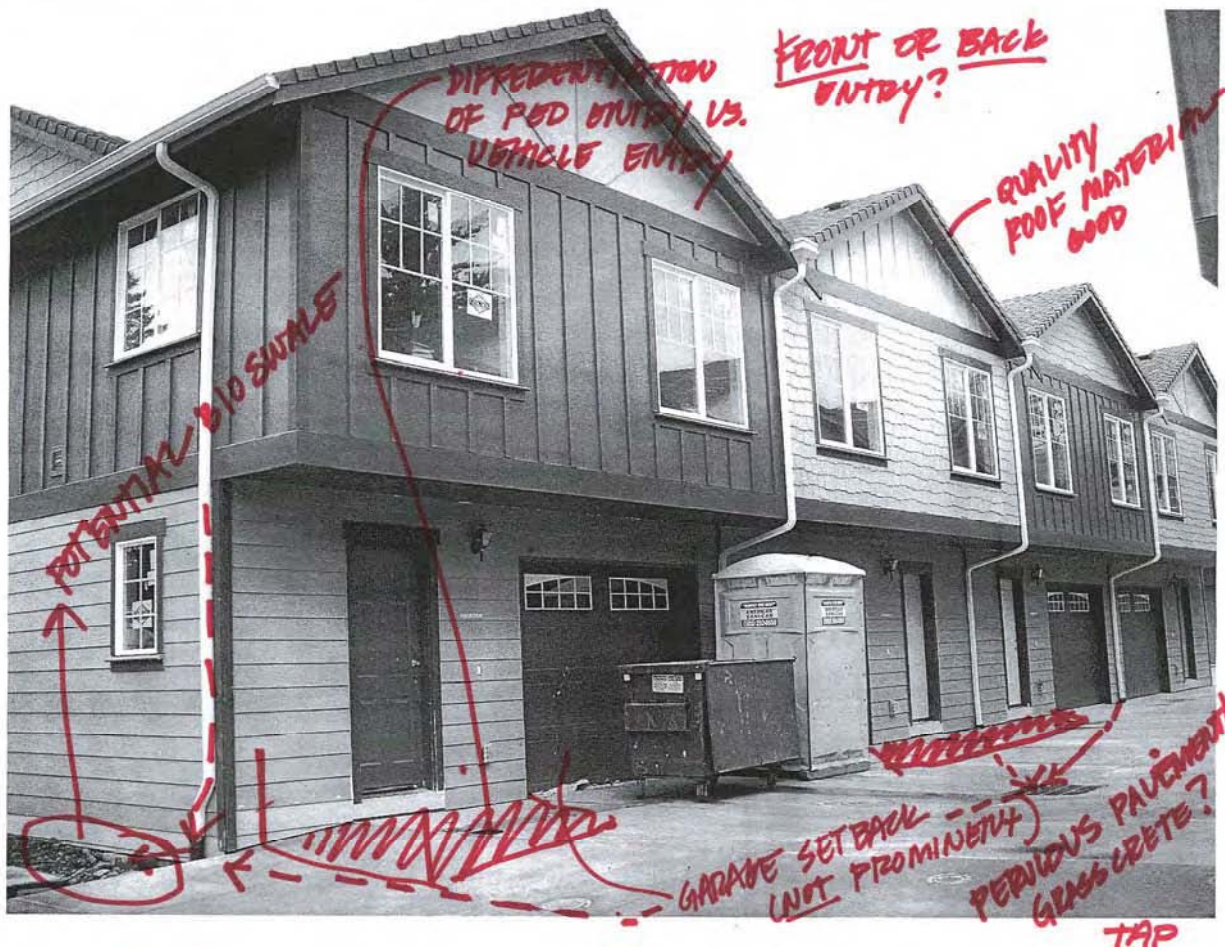


- The setback is good.
- The solar panel on the roof is also good since it is sustainable.
- The site should have additional landscaping.
- The vehicular space should also be separate from the pedestrian space.



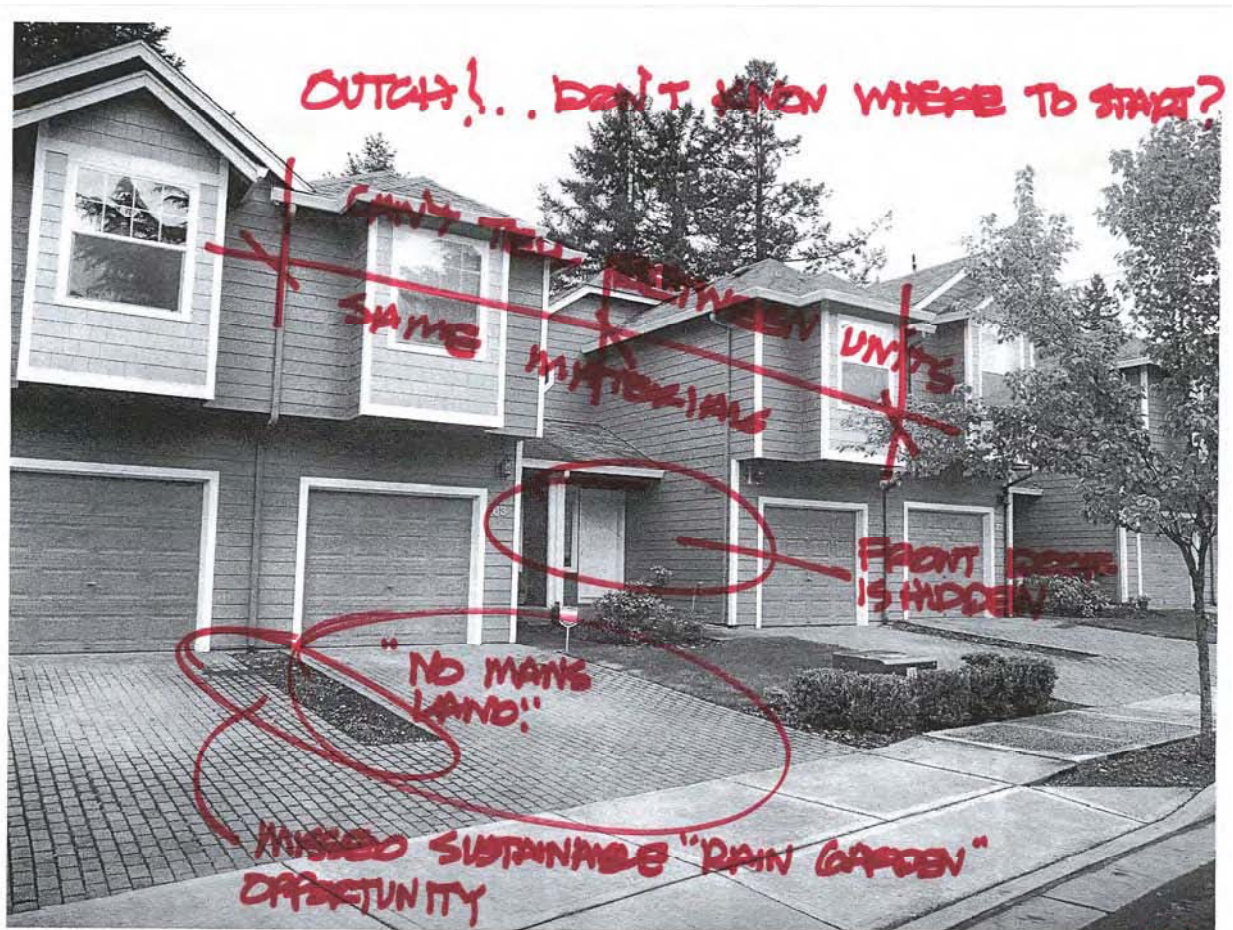


- There is too much impervious surface in this site.



- There is potential for a bioswale.
- There should be differentiation between the pedestrian entry and the vehicle entry.
- It is unclear as to if this image depicts the front or rear entry.
- The use of quality roof materials is good.
- The garage setback is not prominent.
- Perhaps pervious pavement/grass-crete should be utilized.





- It is difficult to detect a difference between the two units pictured since the same materials are used for both.
- The front door is hidden.
- The vehicular space is a “no mans land.”
- There is also a missed opportunity for a sustainable “rain garden” in the vehicular space.



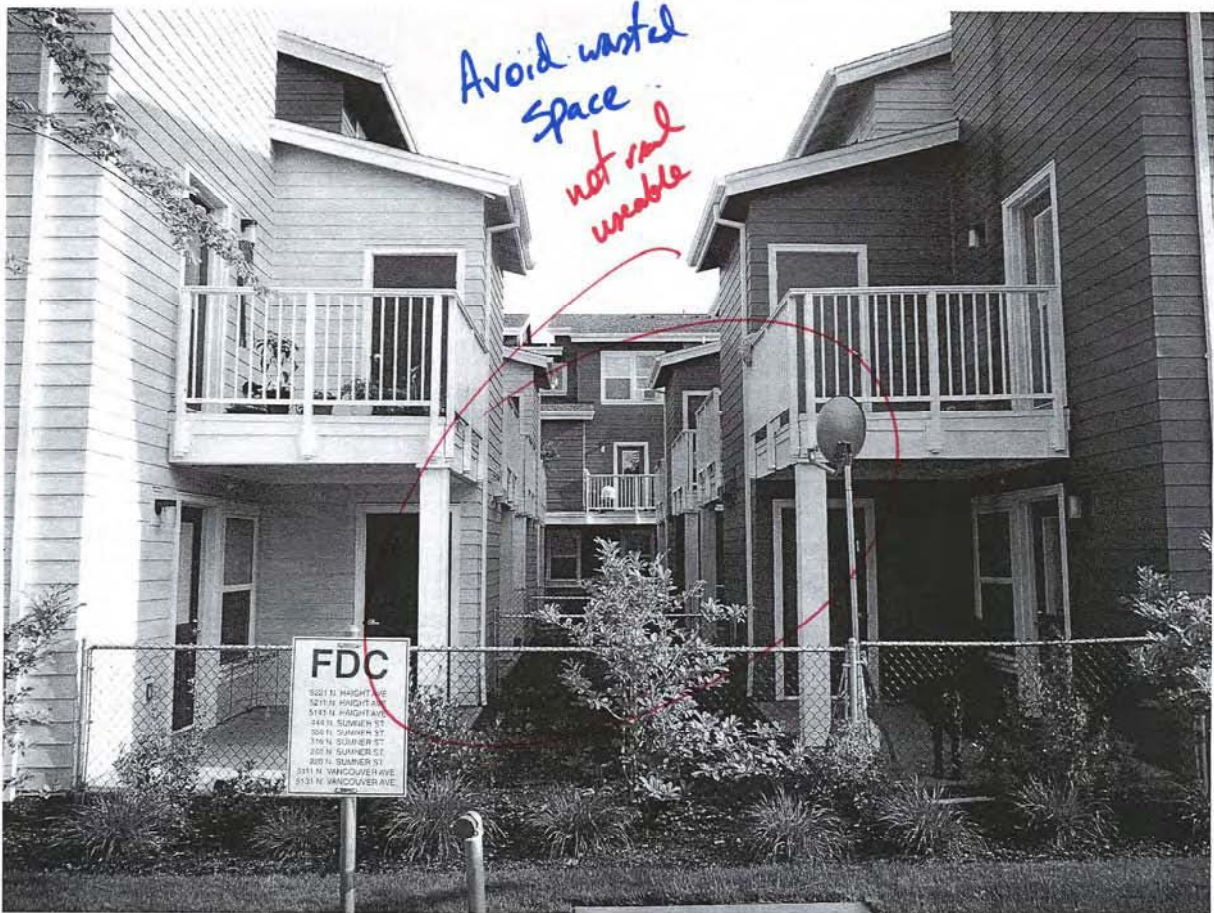
- There should be differentiation between the auto and pedestrian zone.
- Pervious paving should be used here for a smaller scale.



## Open Space



- This site needs the addition of a semi-private space that is usable to mediate the building and open spaces.
- This is a good example of open space since the buildings address/frame the space.



- Avoid wasted space.
- The space indicated is not really usable.



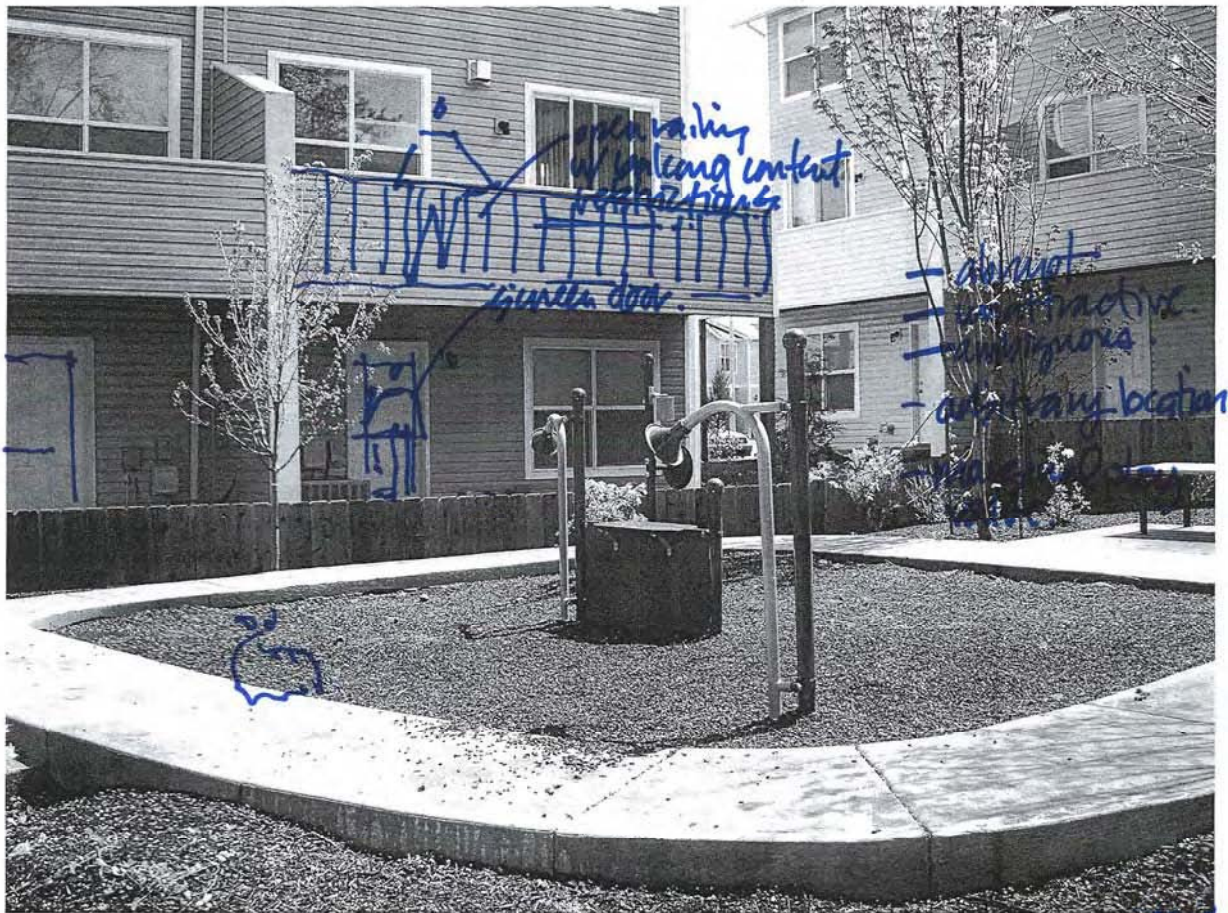


- The mechanical equipment should be screened.
- The materials used for the balconies are very horizontal with no variation of materials.
- There should be more site lighting around the play area for safety.
- It is unclear whether there is direct access to the open area from the private residential area.
- There is a lack of plant material and the play area is inadequate in size for the number of units present.
- There are no hiding areas for “bad guys,” which is good.



- No written comments provided.





- The play area is abrupt, unattractive, and ambiguous and is located in an arbitrary location and offers a marginal play value.
- Open space areas should have visibility which can be accomplished using screen doors and open railings for balconies.
- Balcony content should be regulated as well.



- The porch area encourages tenant interaction and allows parents to watch kids.





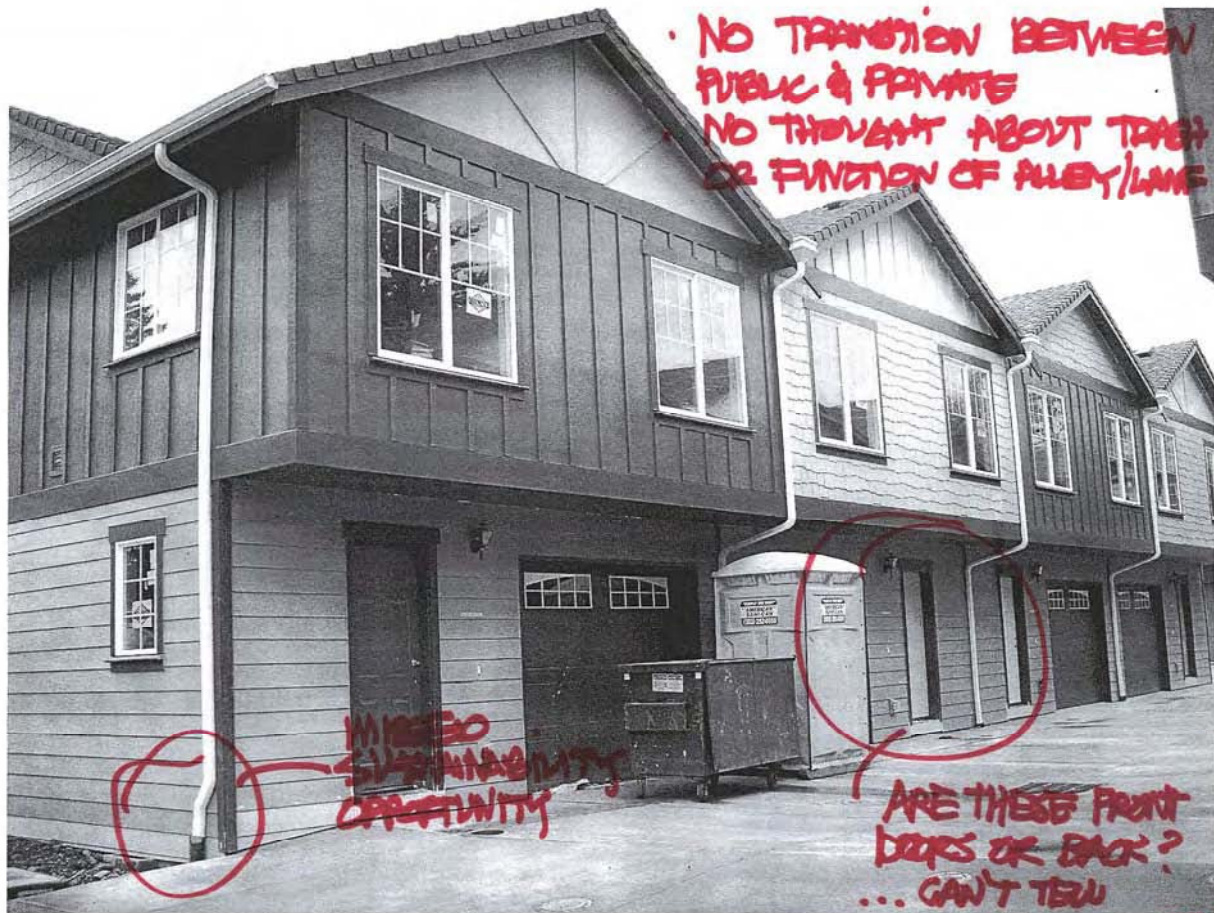
- Common gathering spaces are present.

## Vehicular Circulation



- This is a shared vehicle/human space.





- There is no transition between the public and private realms.
- There is no thought about trash or the function of the alley / lane.
- There is a missed sustainability opportunity.
- It is unclear if the entrance is the front or rear entrance.

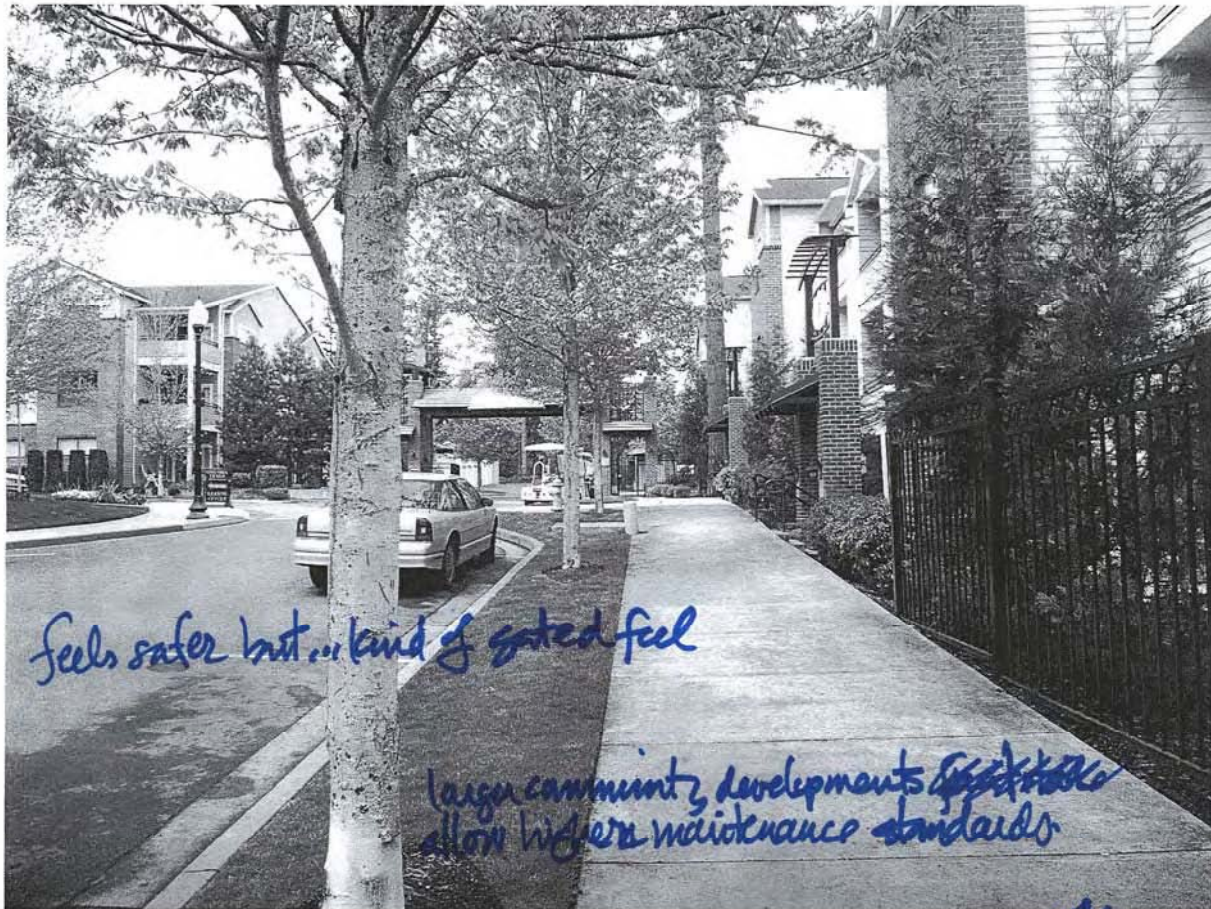


- The building addresses the parking lot, not the street.
- There is a limited pedestrian realm and the railing is opaque, which is not good.
- The continuous parking is also a negative aspect.





- The small functional porches allow for “eyes on the street” since the building is close to the street.
- The semicircle windows create a visual interest.
- On-street parking is present, which is another positive aspect of the site.

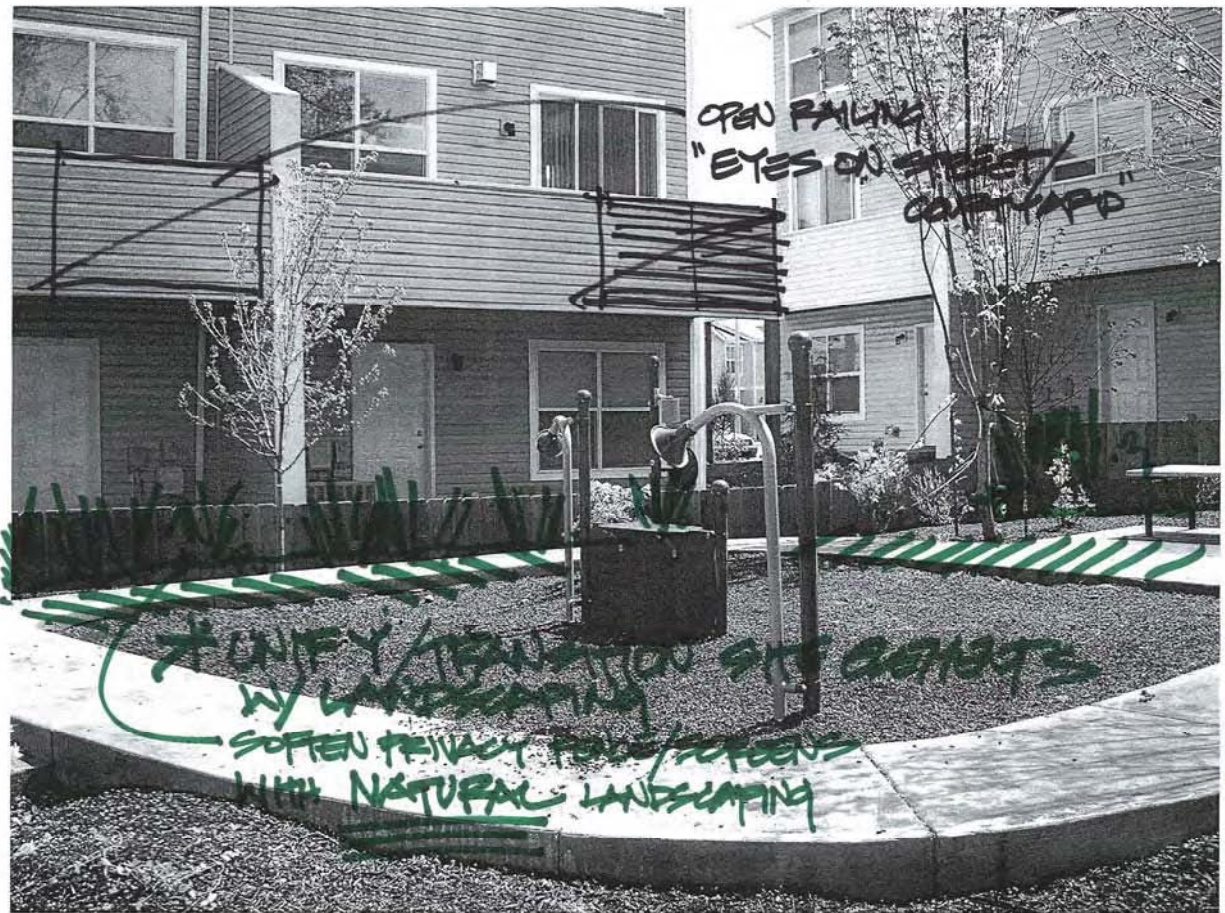


- While this site has a connotation of safety, there is also a gated feel present.
- Larger community developments allow higher maintenance standards.



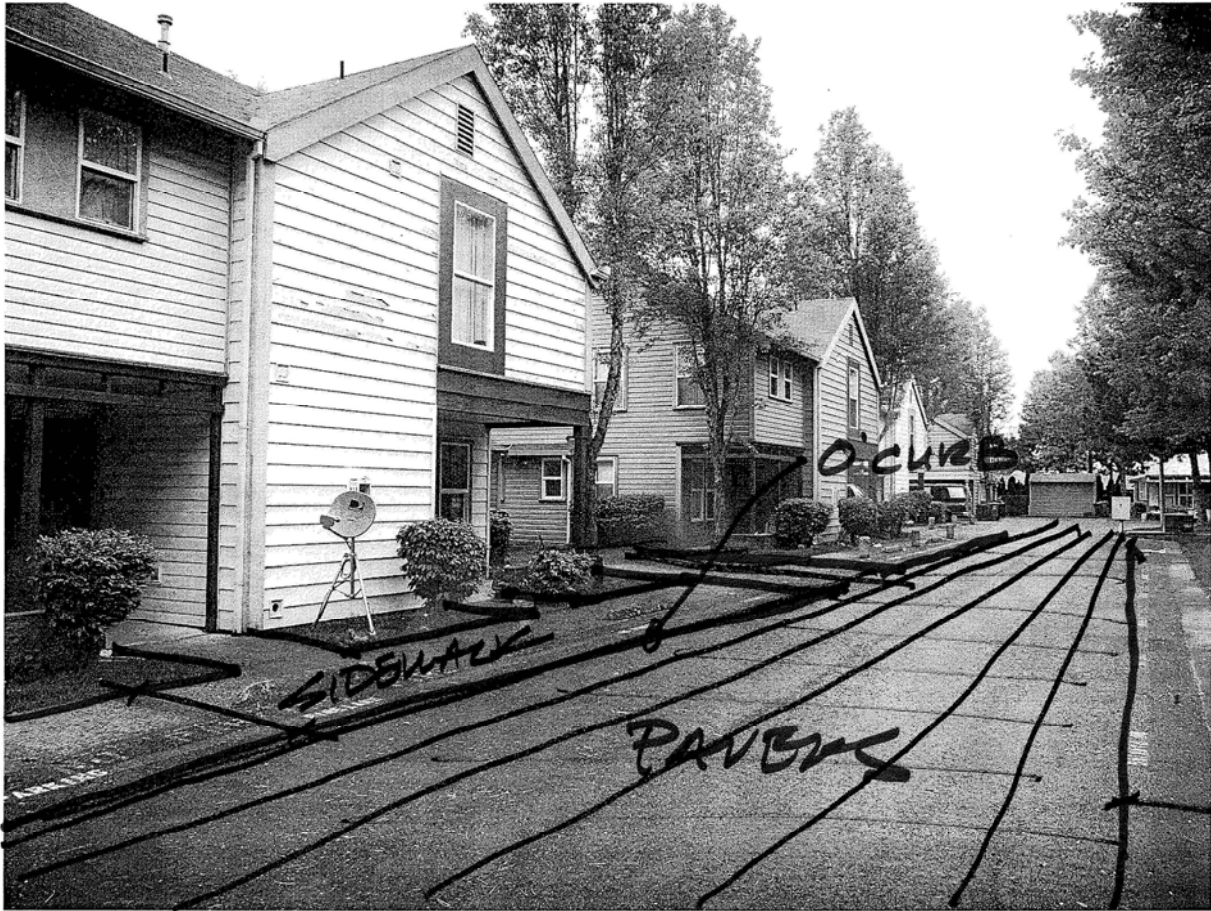


- The balcony displays great transparency and articulation.

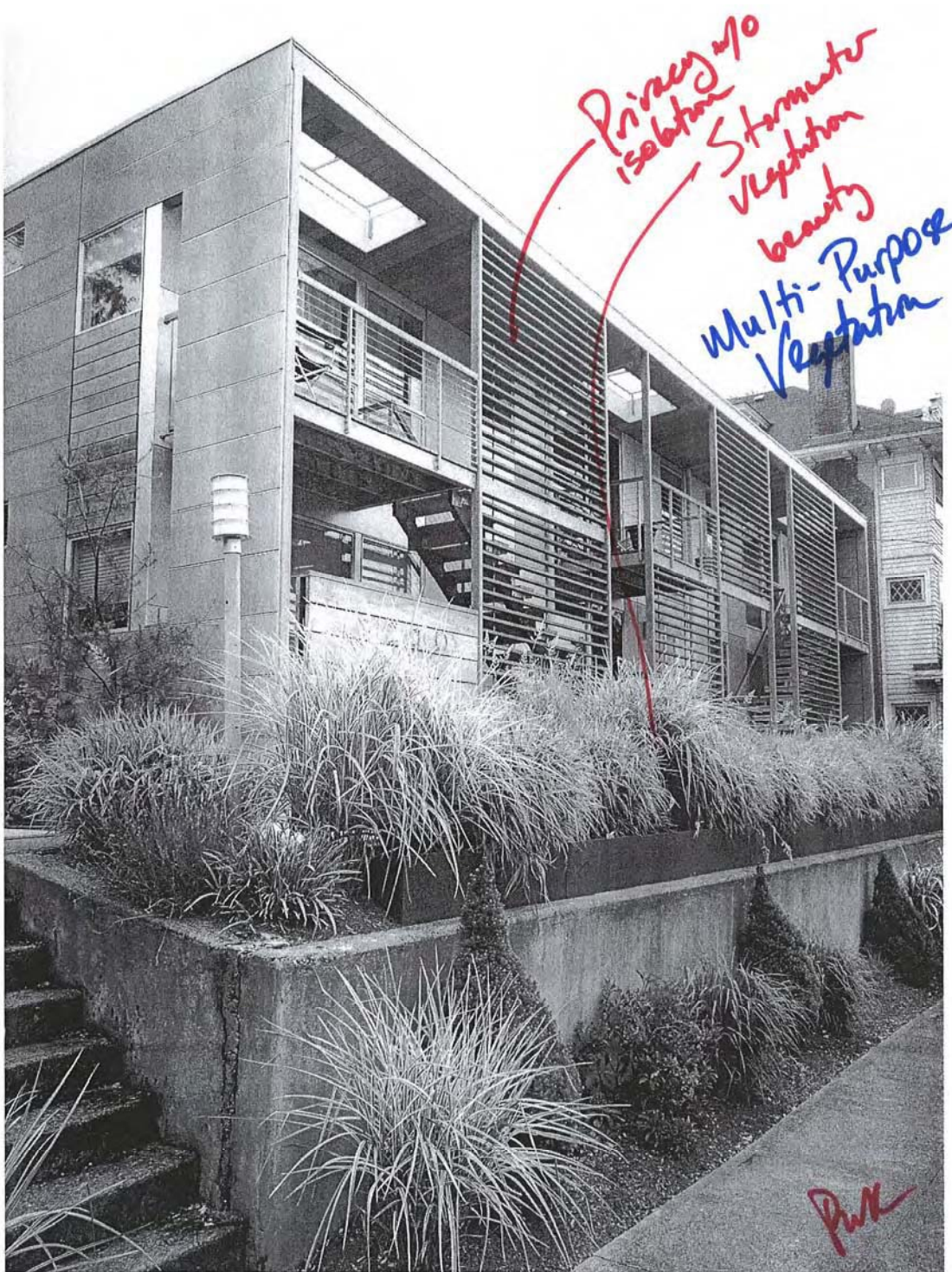


- An open railing would allow for “eyes on the street/courtyard.”
- Unify the transition of the elements with landscaping.
- Soften the privacy fence/screens with NATURAL landscaping.



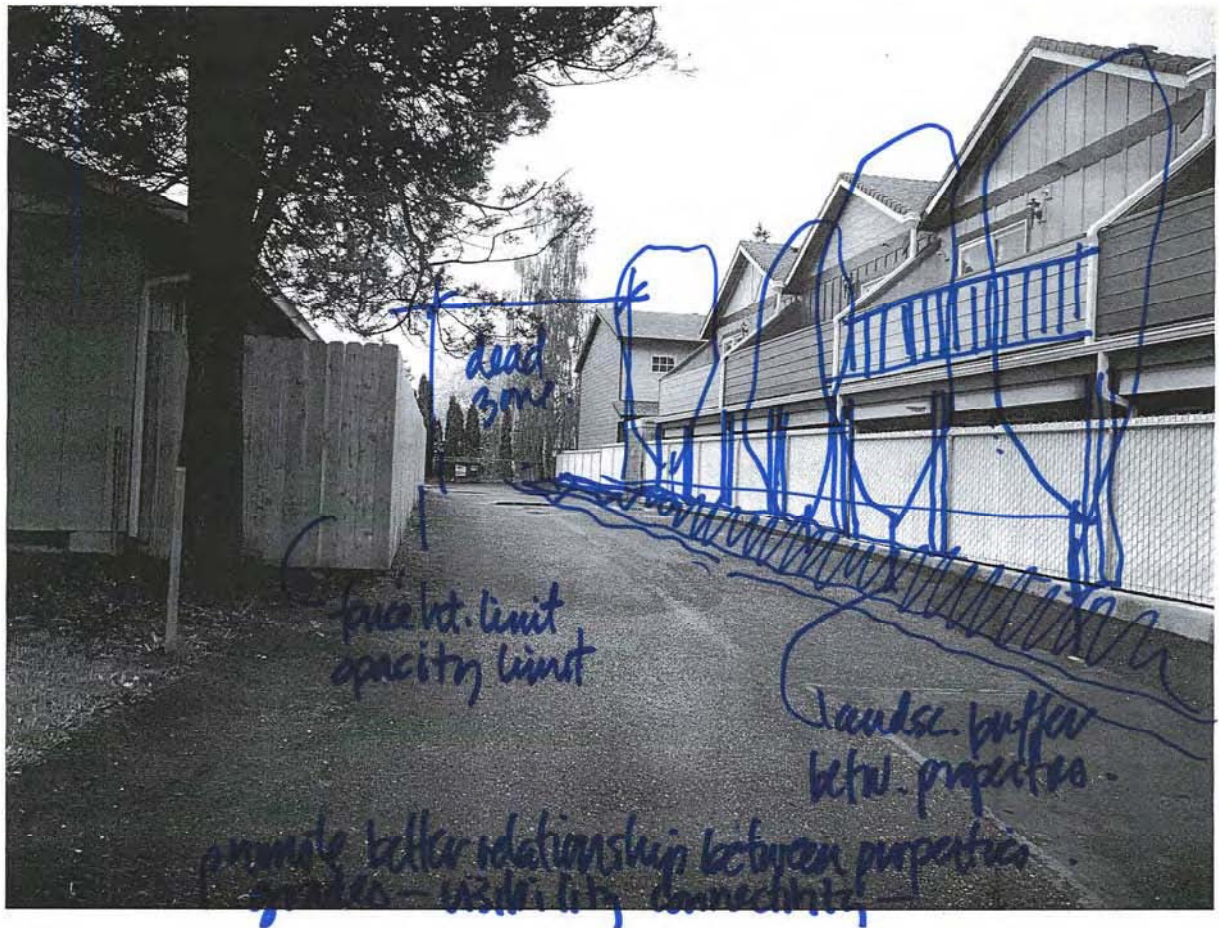


- The driveway should be composed of pavers and there should be a curb separation between the street and sidewalk.



- This site demonstrates privacy without isolation.
- There is a stormwater and vegetation beauty as well.
- Also present is multi-purpose vegetation.





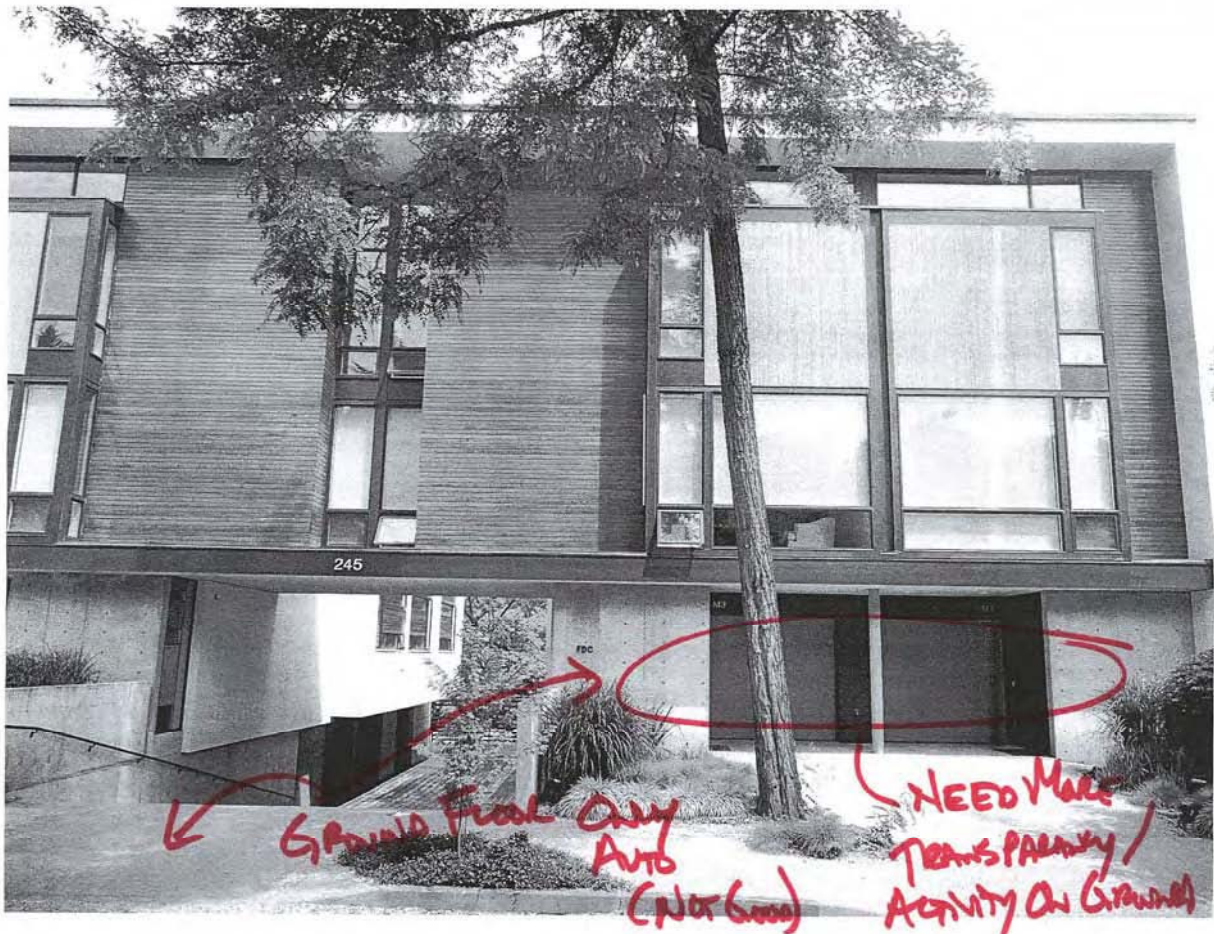
- In order to promote a better relationship between the properties, a landscape buffer between the two properties consisting of trees and a hedge should be installed.
- The space buffer requirement should be reviewed because it tends to create “dead zones.”
- The fence depicted may exceed the height limit.



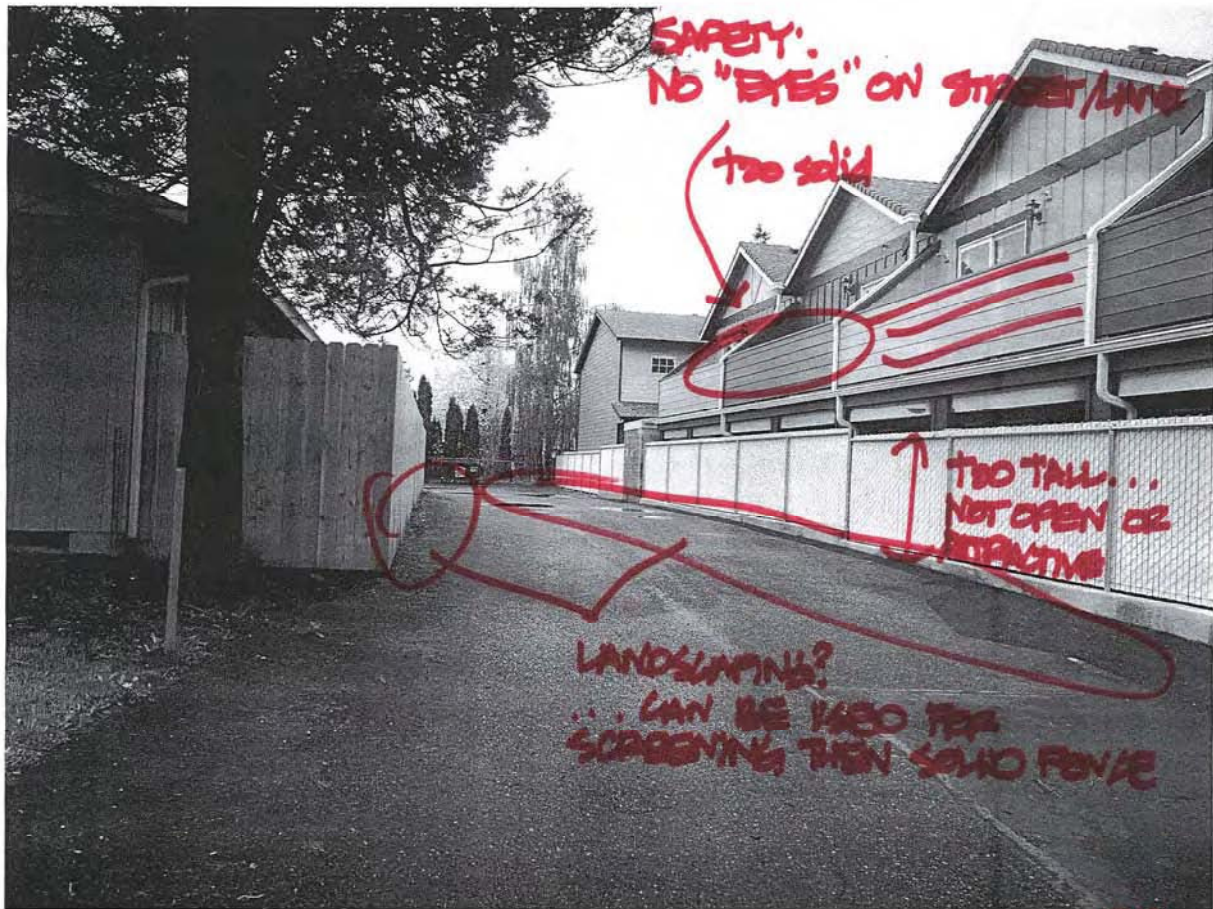
D.E

- The windows look cheap and uninteresting.
- There is a change in material with no datum points.
- The rail on the balcony is too solid for street vision.
- The garage door should not be treated as a feature.





- More transparency/activity is needed on the ground floor.
- The ground floor is auto-oriented only, which is a negative aspect.



- The balconies are too solid and do not allow for “eyes on the street.”
- The fence is too tall and is not open or attractive.
- Landscaping could possibly be used for screening rather than using a solid fence.



## Miscellaneous

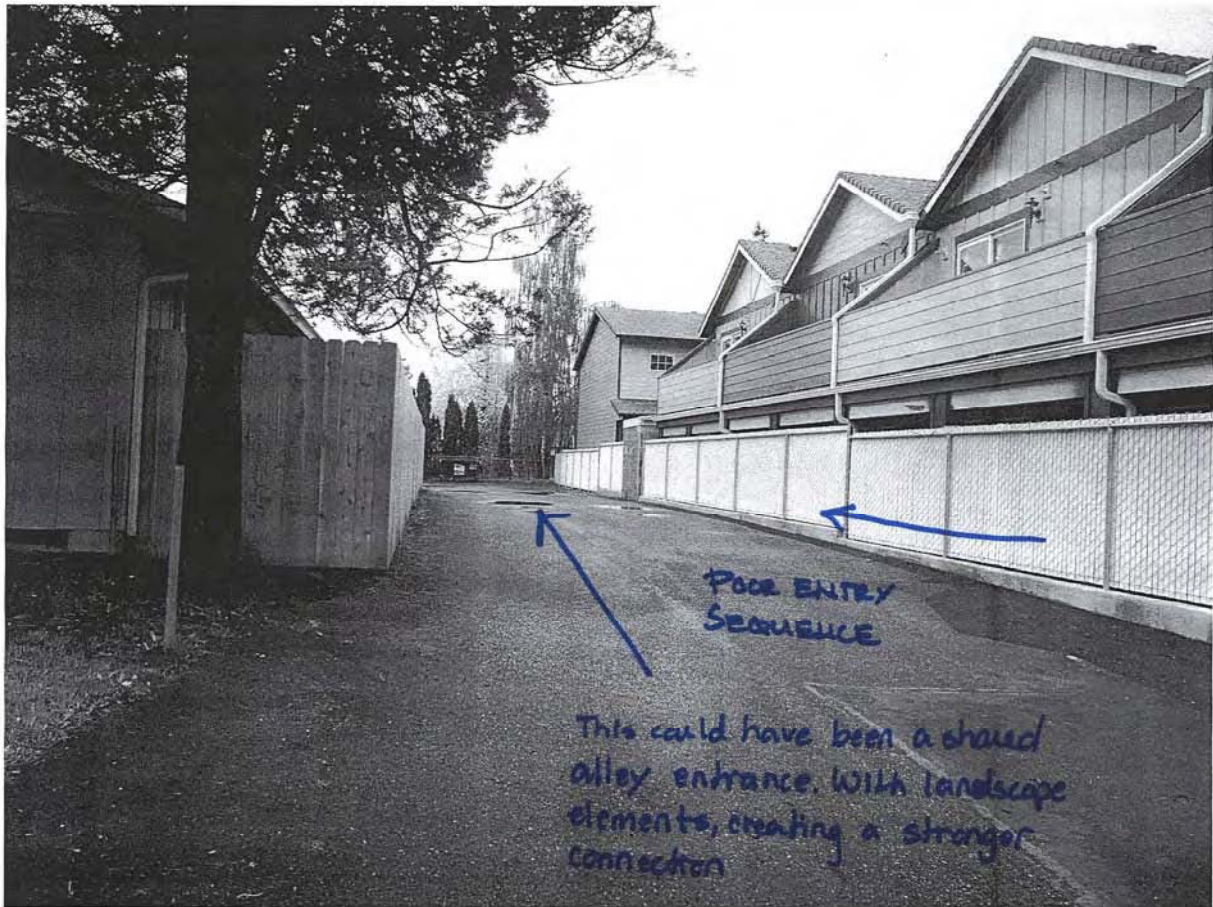


- A buffer should be incorporated into the area that includes the softness of landscape as well as provides shade.
- There are not any elements present that encourage either neighborliness or watchful eyes.

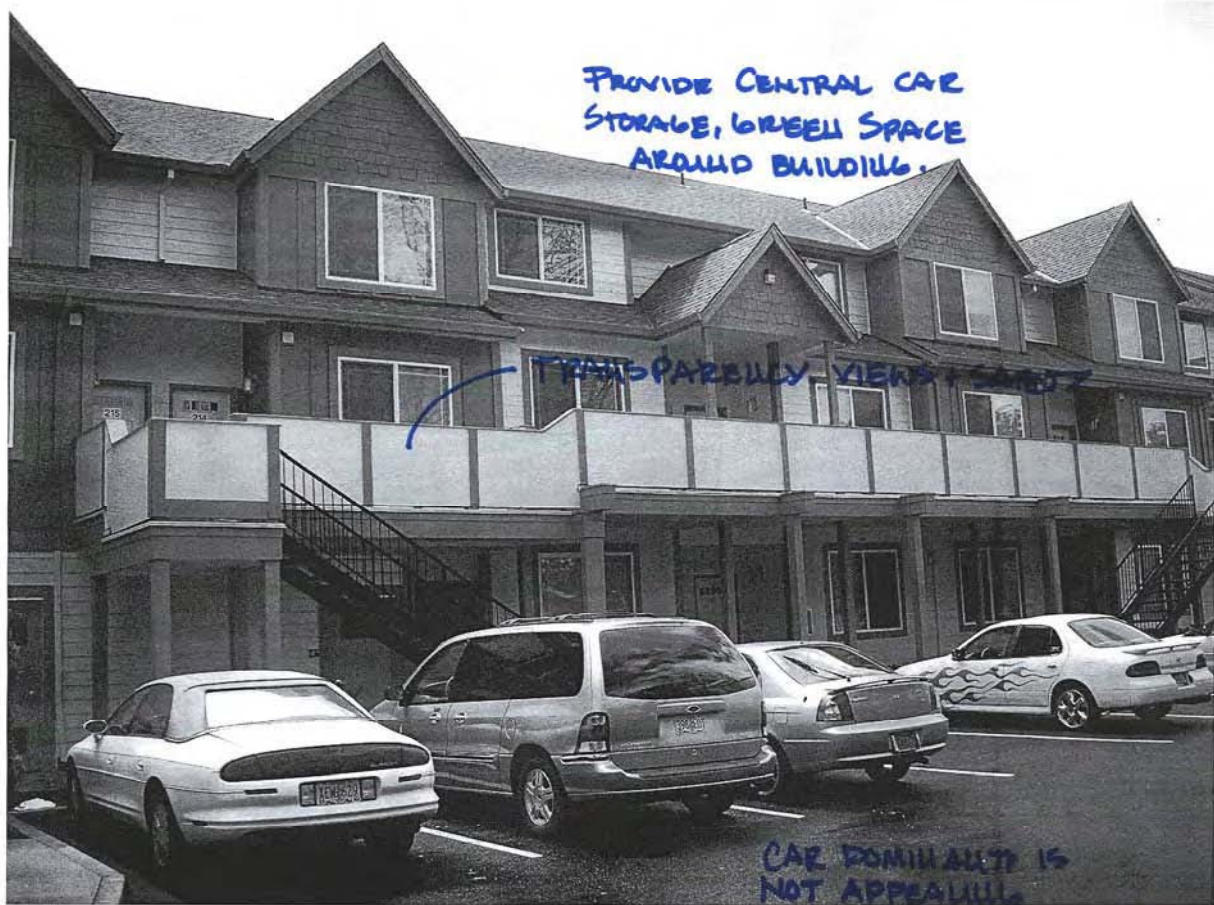


- The garage is emphasized rather than the pedestrian entrance; there should be a pedestrian entrance that is not part of the auto entrance.
- There is a sea of hard-scape.





- The ally is a poor entry sequence.
- The ally could have been a shared ally entrance with landscape elements, creating a stronger connection between the two structures.



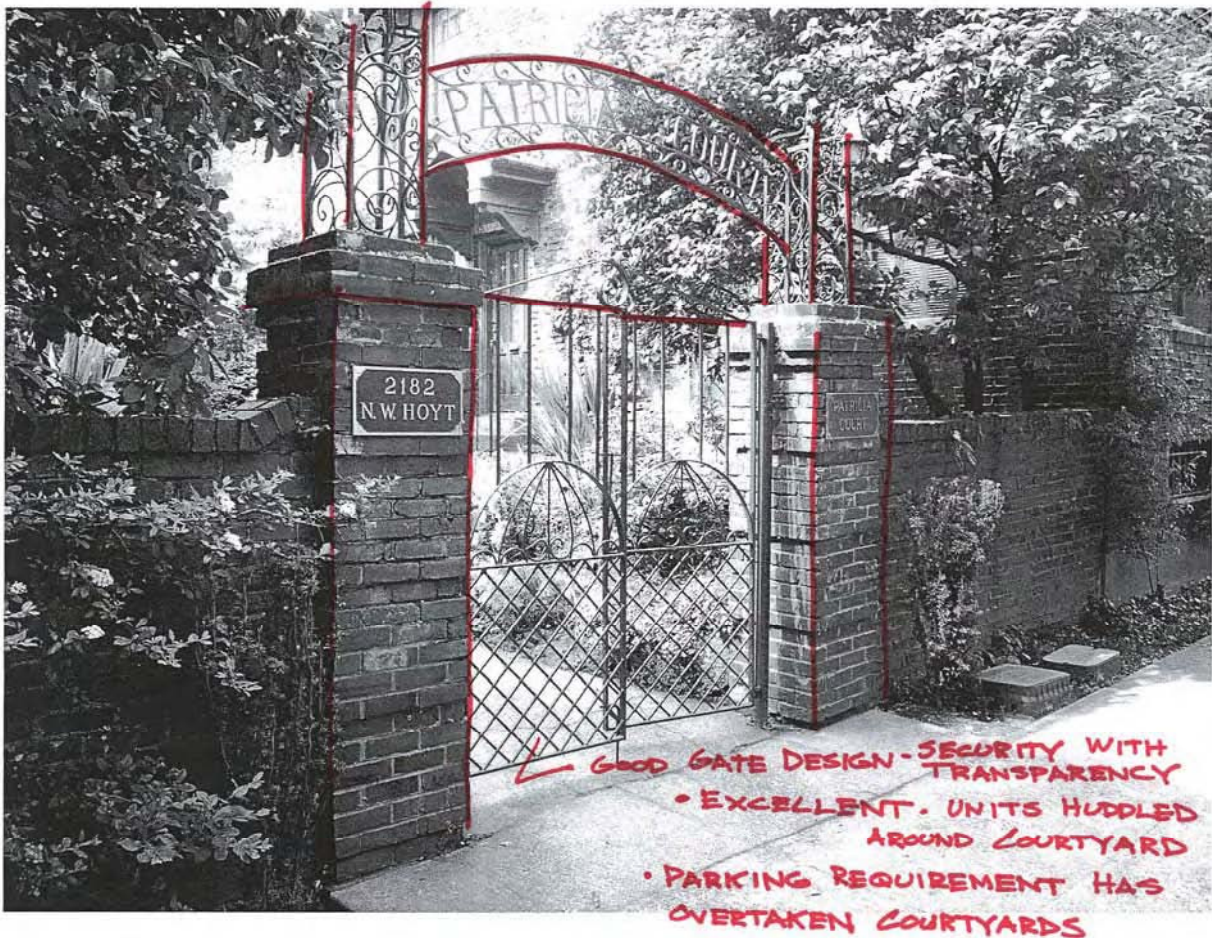
MH

- Central car storage should be provided with green space situated around the building.
- The solid balcony railing does not allow for transparency, which will not assist in safety.
- The domination of the car is not appealing.





- The trees should be used to buffer windows rather than doors.



- The entry gate is of good design; it utilizes security with transparency.
- The units huddled position around the courtyard is another good design aspect.
- Parking requirements have overtaken courtyards.





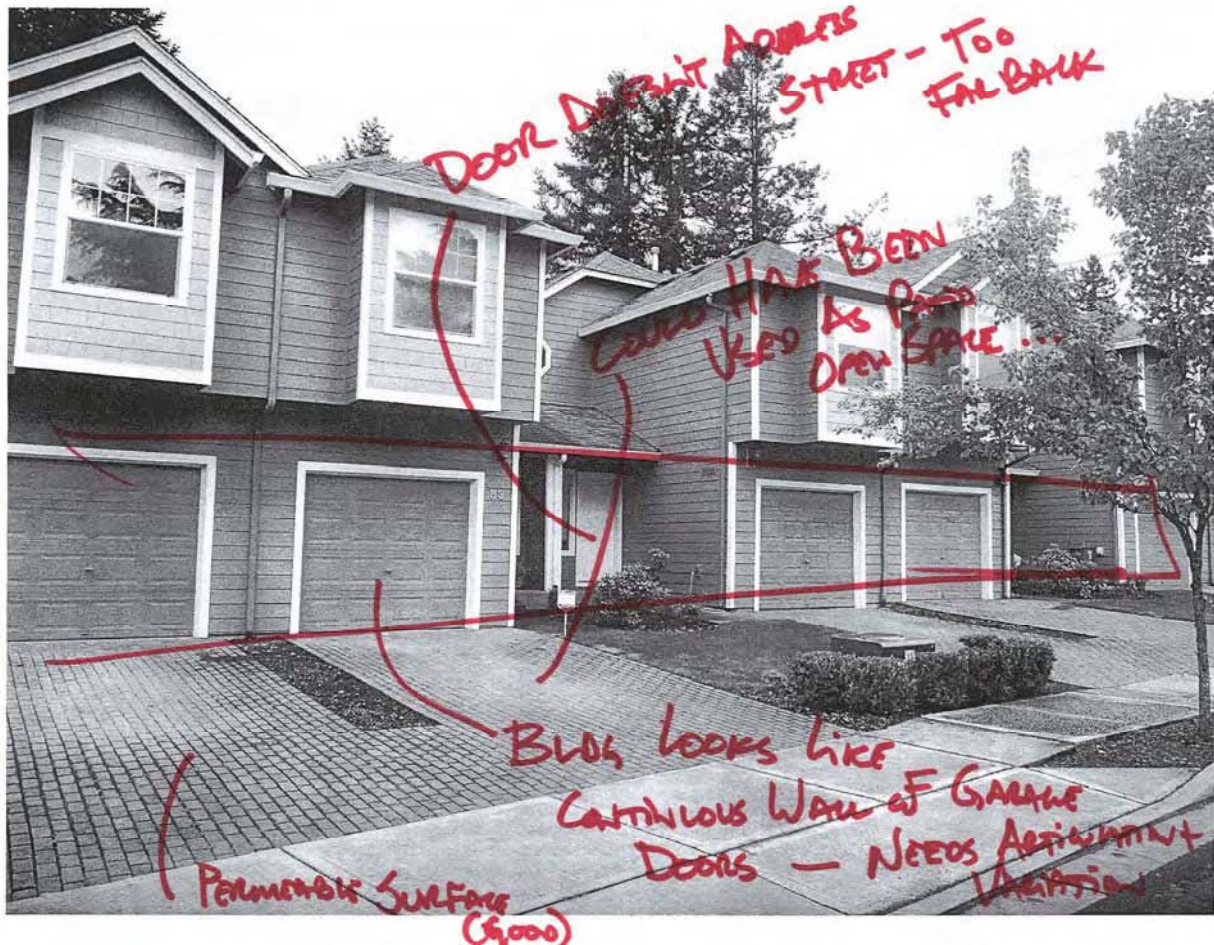
- The space could be broken-up with a low fence between each unit.



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- There is no landscaping.
- The car is treated with more deference than the resident.
- The porch is of poor design.
- There is no transition between the public and private realm.





- The entry does not address the street since it is located so far back from the street.
- Part of the driveway could have been used as patio open space.
- The building looks like a continuous wall of garage doors; articulation and variation is needed.
- The use of a permeable surface for the driveway is a good design aspect.